block cum control tower, fire station, work shop and allied facilities including upgradation of airport for B-737-800 / AB-319/AB-318 type of aircraft operations. The requirement of additional land is being worked out and the same will be intimated to the State Government of Madhya Pradesh for its acquisition and handing over the same to Airports Authority of India, free of cost and free from all encumbrances.

Development of pilot training institutes in the country

*166. SHRI PYARELAL KHANDELWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of pilot training institutes (public and private) in the country;

(b) whether it is a fact that paucity of such institutes leads to Indian youths having to spend a fortune on getting the said training abroad;

(c) if so, the details of the steps Government is going to take to tackle this problem;

(d) whether Government is mulling over any plan to introduce these institutes at various airports of Madhya Pradesh; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) There are 43 flying training institutes in the country approved by Directorate General of Civil Aviation (DGCA) providing training for various licences like Private Pilot Licence, Commercial Pilot Licence etc. The Indira Gandhi Rashtriya Uran Akademi (IGRUA) is an autonomous society under the Central Government. Of the remaining 42 institutes, 27 are run by various State Governments and the balance 15 by private enterpreneurs.

(b) and (c) Training in India or abroad is a matter of individual choice of the trainee. The existing flying training institutes in India are trying to cope with the increasing demand of pilots in the industry. To further ease the situation, the Government has taken various steps. These include upgradation and modernisation of training infrastructure of Indira Gandhi Rashtriya Uran Akademi (IGRUA) to enhance its training capacity, setting up of a world class flying training institute at Gondia, Maharashtra and assistance to flying clubs by allocating trainer aircraft through the Directorate General of Civil Aviation/Aero Club of India.

(d) There is no proposal to develop and flying training institute under the aegis of Government of India in Madhya Pradesh.

(e) Does not arise.

Production of cars

* 167 SHRIMATI JAYA BACHCHAN: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the current production of cars in the country, with details of the last three years;

(b) the details of new tie-ups in the next few years;

(c) whether it is a fact that road infrastructure available in the country does not permit production of more cars; and

(d) if so, whether Government is considering a proposal to freeze production of more cars?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV)**:** (a) to (d) As per Society of Indian Automobile

Manufacturers (SIAM), the total number of vehicles including passenger cars produced during current year and during the last three years by the Indian Automobile Industry is as under:—

Year	2004-05	2005-06	2006-07	April-October 2007
Passenger Cars	960487	1046133	1238032	794924
Utility Vehicles	182018	196506	222111	137874
MPVs	67371	66661	84707	54106
Total (Passenger Vehicles)	1209876	1309300	1544850	986904

The following new tie-ups have been announced:-

(i) Ashok Leyland with Nissan
(ii) Mahindra & Mahindra with Renault
(iii) Mahindra & Mahindra with Nissan
(iv) Skoda Auto with Volkswagen
(v) Swaraj Mazda with Isuzu Motors
(vi) Tata Motors with Fiat

According to the data available, India has a large road network of 3.31 Million Km comprising of 66590 Kilometer of National Highways and Expressways, 128000 kilometer of State Highways and 3.12 million Kilometer of district and rural roads. The vehicle density in India is estimated to be 3.2 motor vehicles per kilometer which is very low. In countries like Germany and Taiwan, this figure is much higher *i.e.* 209.6 and 159.2 respectively. The passener vehicle penetration in India is only 7 cars per thousand people whereas in Malaysia, South Korea and Brazil it is 253, 219 and 96 respectively. The vehicle penetration in major Indian cities is also very low for example; the vehicle penetration for Delhi, Chennai, Mumbai, Kolkata and Bangalore is only 85, 51, 23, 23 and 41 cars per thousand population respectively. The low vehicle penetration in India is also true for two wheelers. Although, India is the second largest producer of two wheelers yet the penetration is 43 two wheelers per thousand population as against 258 and 286 in Malaysia and Thailand. Therefore, India is hugely under motorized as compared to global levels. Inspite of very low vehicle penetration levels in India as compared to global levels, the congestion problem in Metro-cities arises due to factors like driving conditions, driver behaviour, enforcement of rules and regulations, traffic management, lack of town planning etc. However, there is continued effort for improvement of road infrastructure in the country.

Currently, the automotive sector in India accounts for 5% of GDP. The sector provides direct and indirect employment to 13.1 million people and also facilitates economic growth. Therefore, Government is not considering freezing production of more cars. Instead, there is continuous effort to improve driving conditions and mass transit systems for decongestions.

Oil reserves in the country

*168. SHRIMATI PREMA CARIAPPA:
SHRIMATI SHOBHANA BHARTIA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the BP Statistical Review of World Energy 2007 released by the British Multinational has pointed out that India's oil reserves would last just another 19.3 years at the current rate of production and the last year study had revealed India's reserves would last about 20 years;